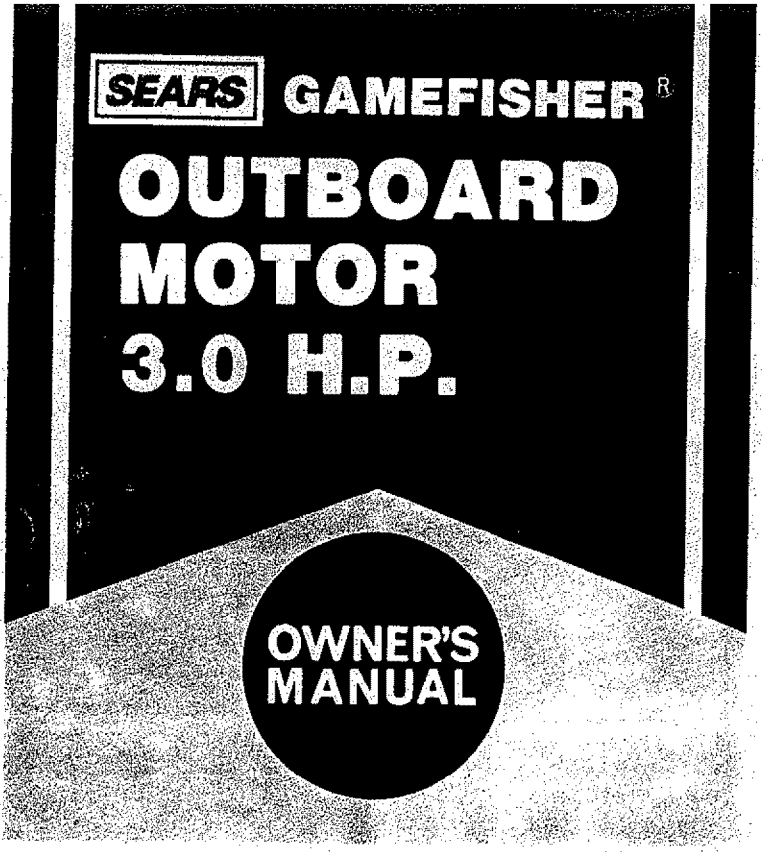
MODEL NO.
298.586190



For quick service or repair, take your Outboard Motor to any Sears Service Unit throughout the U.S. and Canada. Each Service Unit is staffed by trained technicians, using Sears approved parts and repair procedures to ensure that we meet our pledge to you—"We service what we sell." Refer to the local telephone directory for the Sears Unit nearest you.

HOW TO ORDER REPAIR PARTS

Refer to the Identification Plate for the complete model number when requesting service or replacement parts for your outboard motor.

All parts listed herein may be ordered from any Sears, Roebuck and Co.

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION:

1. Model Number
2. Part Number
3. Part Name
4. Quantity

If the parts you need are not stocked locally, your order will be electronically transmitted to a Sears Repair Parts Distribution Center for expedited handling.

FULL ONE YEAR WARRANTY ON OUTBOARD MOTOR

For one year from the first day of use of this outboard motor, when all instructions and procedures detailed in the Owner's Manual are followed, Sears will repair defects in material or workmanship which appear in the outboard motor, free of charge.

If the outboard motor is used for commercial or rental purposes, this warranty applies for only thirty days from the first day of use.

Warranty Service is available by simply returning the outboard motor or electronic trolling motor to the nearest Sears service center in the United States or Canada. Warranty is valid in country of purchase.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

SEARS, ROEBUCK AND CO.,
DEPARTMENT 698/731A
Sears Tower, Chicago, IL 60684
SEARS CANADA INC.
222 Jarvis St. Toronto, Ontario, canada

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SPECIFICATION

Type of Engine	Air Cooled 2-Cycle
Horsepower	3.00
Maximum RPM	7500
Weight (11 kg)	24.3 Lbs. Approx.
Bore and Stroke (41 mm x 38 mm)	1.61" x 1.50"
Displacement (50 cc)	3.05 cu.in.
Fuel Capacity-Engine Tank (1.3 liters)	1-1/5 qt.
Ignition	Flywheel Magneto with Transisterized Electronic Ignitor.
Spark Plug	NGK BMR-6A or Champion RCJ-8
Spark Plug Gap Setting (0.6 mm)	.025"
Bearings (Engine)	Ball
Bearings (Gear Hsg.)	Ball & Oilite Bronze
Starter	Recoil
Propeller Dia. and Pitch (182 mm x 130 mm)	7.17" x 5.12"
Lub. (Gear Hsg.)	SAE 90

Fuel Mixture . . . 50 to 1 ratio of regular grade gasoline to 2-cycle outboard lubricant or its equivalent BIA certified TC-W 2-cycle outboard lubricant.

Steering	243° Pivot Steering

IMPORTANT

Owner's Responsibility and Operating Safety Check List

BE SURE TO READ AND DO THE FOLLOWING BEFORE OPERATING YOUR OUTBOARD MOTOR

SAFETY CHECK LIST

1. Learn and observe the boating laws of the U.S. Coast Guard, state, local authorities.
2. U.S. Coast Guard regulations require the following:
   a. Provide an approved life-vest, type 1, 2 or 3, Personal Flotation Device for each person in boat. (Encourage passengers to wear them.)
   b. If the boat exceeds 16 feet, also carry a type 4, throwable Personal Flotation Device.
3. Do not fill fuel tank with motor running or near any flame or lighted smoking material.
4. When loading boat distribute the load evenly, keep the load low; don't overload; don't stand in a small boat. Take weather and water conditions into account.
5. Do not permit persons to ride on parts of the boat not designed for such use. Standing, bow riding and seat back or gunwale riding can be especially dangerous.

OWNER'S RESPONSIBILITY

6. Read owner's manual before running your new outboard motor.
7. Before starting, make sure your motor is securely mounted to boat transom with a safety chain. Tighten clamp stud handles securely by hand.
8. Be sure to have pliers, screwdriver, spare spark plugs, wrench, shear pins and cotter pins in boat whenever leaving shore.
9. Be sure to have an adequate supply of fuel (carry only in an approved container) on board. Use a good grade of regular gasoline with proper mixture, as cited in the Specifications.
10. Occasionally check to be sure clamp stud handles on transom mounting bracket are tight.
11. IN CASE OF AN EMERGENCY, THE ENGINE CAN BE STOPPED BY DEPRESSING THE STOP BUTTON (IF SO EQUIPPED) OR PLACING CHOKE KNOB IN FULL CHOKE POSITION.
12. Keep an alert lookout. Serious accidents have resulted from failure to use eyes.
13. Keep firefighting and lifesaving equipment in good condition and readily accessible at all times.
14. Good housekeeping is even more important afloat than ashore. Cleanliness diminishes the probability of fire and tripping hazards.

TIPS FOR TRAILERING OR AUXILIARY USE

15. When launching or loading boat on a trailer, place your outboard motor in the tilted storage position. Also when trailering your boat and outboard motor, keep outboard motor in upright (vertical) position on the boat transom. Outboard motors transported across rough roads in the "tilt" position could cause transom damage or mounting brackets to break off, losing your motor. If motor must be trailered in "tilt" position, a short length of 2 x 4 should be placed between the motor bracket and the motor leg. The motor leg should then be firmly tied down against the 2 x 4 to prevent any possible damage. Similar precautions should be taken if using the motor as an auxiliary power source for a sailboat or power boat. When using motor as an auxiliary power source, the use of an auxiliary adjustable position motor bracket is recommended.

MAJOR PARTS

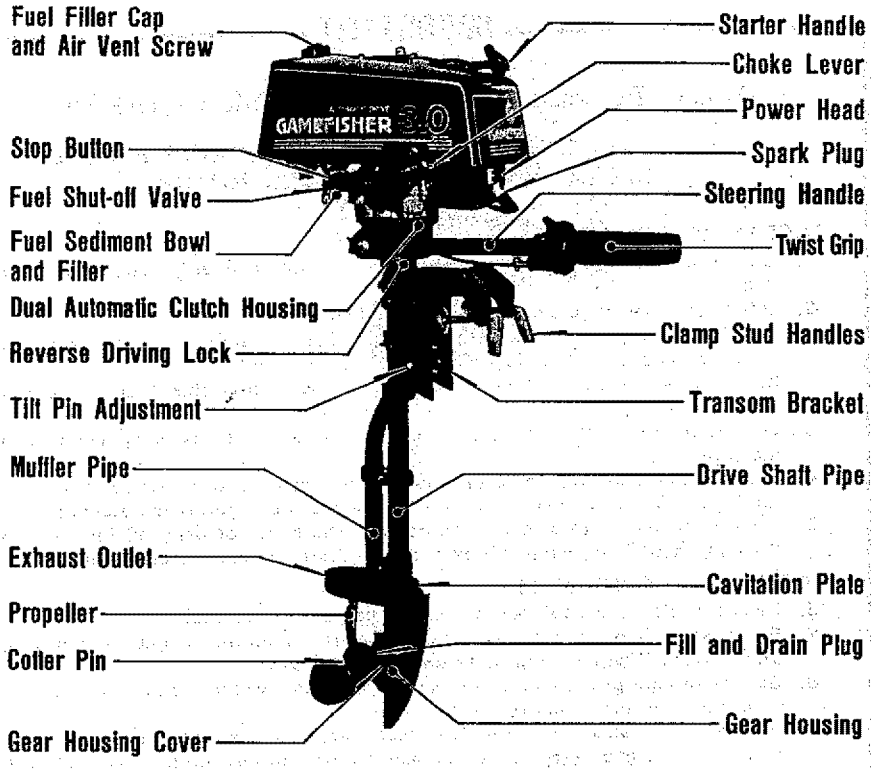


Figure 1

MAINTENANCE

1. FEATURE INFORMATION

a. This outboard motor has special design features as shown in Figure 1.

b. Your selection of our Marine Products will provide you with many hours of enjoyable boating. To assure your complete satisfaction on the investment you have just made, we ask you to read this manual thoroughly before going afloat. Acquaint yourself with the particular areas of operation on your outboard motor as you read the step-by-step procedures. Keep in mind maximum performance is achieved only when the owner or operator is completely familiar with the operating instructions.

c. Periodic servicing will be required. It is recommended that you consult your Sears Service Center when service is necessary. We will be happy to extend our facilities and assure prompt service.

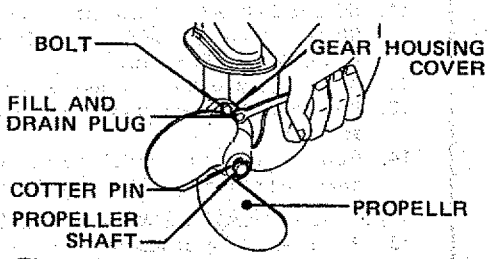


Figure 2

Figure 3

MAINTENANCE

2. LUBRICATION — GEAR HOUSING

a. The Gear Housing has been pre-lubricated at the factory; however, the grease level should be checked as follows using SAE 90 outboard motor grease. (See Figure 2).
   (1) Prior to initial operation.
   (2) After first four (4) hours of use.
   (3) Recheck after every fifty (50) hours running time.
   (4) Replace with new lubricant at the end of your outboard motor season. This is important, as it removes any water from the gear housing and prevents possible corrosion to internal parts.

b. To Check, Drain or Fill gear housing, follow these steps:
   (1) Position outboard motor upright.
   (2) Remove drain plug and washer, then insert nozzle of gear lubricant tube into hole.
   (3) Squeeze tube until lubricant is forced out around tube.
   (4) Replace plug and washer. Be sure plug is tightened securely.
   (5) To achieve complete drainage of lubricant, remove cotter pin, propeller and shear pin from propeller shaft, also, gear housing cover by unscrewing 2 bolts.
   (6) When lubricant has completely drained, replace parts and refill gear housing using filling procedure above.

c. For best results, lubricate propeller shaft with lithium grease every 30 to 60 days.

3. MUFFLER INSPECTION

a. Periodically remove muffler cover by unscrewing screws and inspect for carbon build-up inside the muffler inlet and outlet, the exhaust port and the combustion chamber of the cylinder. Excessive carbon will prevent drawing the maximum power out of the engine. (See Figure 3).

b. Care should be exercised while cleaning away carbon to prevent scratches to the surface of the engine components and dropping carbon inside of crankcase.

4. PROLONGED STORAGE

a. To store your outboard motor for prolonged storage, prepare outboard as follows:
   (1) See paragraph on stopping procedures. (Ref. 10)
   (2) When removing outboard motor from boat, allow all water to drain from unit.
   (3) The outboard motor should be mounted on a stand vertically with power head up for storage.
   (4) Pull starter handle slowly until resistance is felt due to compression pressure, then stop. Release starter tension slowly to prevent engine from reversing rotation due to compression pressure. This position will close both the intake and exhaust ports for storage.
   (5) Drain and fill gear housing as outlined under Lubrication of Gear Housing. (Ref. 2)
   (6) Wipe exterior completely with fresh water cloth and then apply light coating of oil.

b. When starting a new season, always use fresh gasoline. Last year's gasoline may have varnish deposits that will plug the carburetor jets, thus requiring a complete overhaul.

c. To plan for the coming season, we recommend you contact your Sears Service Center before the new season for any service repair work required.

OPERATION

5. NEW AUTOMATIC CLUTCH

a. New automatic clutch. Based on a dual centrifugal clutch design, it allows the outboard prop to turn at very slow speeds or even come to a complete stop while the engine continues operating efficiently. It eliminates the need to shift gears by hand and prevents the engine from overheating and stalling at slow speeds.
   When engine starts, motor is neutral. As throttle increases, sub clutch engages. At approx. 6 MPH, main clutch engages to provide direct drive for cruising.

OPERATION

6. BOAT MOUNTING

a. Mount the motor on the center of the boat transom (stern). (See Figure 4).

CAUTION

Hand tighten transom bracket and clamp stud handles simultaneously. Do not use a wrench or any other device that would cause damage to brackets. Occasionally check to be sure lamp stud handles on transom mounting bracket are tight. (See Figure 5).

b. To obtain the best performance from your outboard, the following boat transom specifications are recommended: (See Figure 4).
Transom Angle (See View 3):
. . . . . 12 to 15 degrees
Transom Height (See View 4):
. . . . . 20.7 inches

c. The angle of the motor column is easily adjusted by removing the Hitch Pin and changing the Tilt Lock Bracket Pin in the five (5) different angle position holes located on either side of the right or left Transom Mounting Brackets. Each angle position elevates five (5) degrees. Try center hole position first. (See Figure 6).

d. To find the correct angle position, make a test run at full throttle with your usual loading in the boat. Always stop motor to change the Tilt Lock Bracket Pin. The correct angle position will have your boat traveling with the bow slightly higher than the stern, but should not porpoise (bow rises and falls rapidly and continuously). Be sure Tilt Lock Bracket Pin is always pushed completely through both Transom Mounting Brackets and Hitch Pin is secured.

WARNING

If the motor column is tilted too far outward, the boat is likely to porpoise or cavitate at full throttle, which can be dangerous because a cross wind or a wave could suddenly deflect the boat into a dangerous turn. Also, if the motor column is tilted too far inward, the bow of the boat will dig in, which can be dangerous when crossing a wake or in rough water. Do not run motor in the storage position. (See View 1 and 2, Figure 4).

e. Secure motor to boat with Safety Chain. Chain not included with motor.

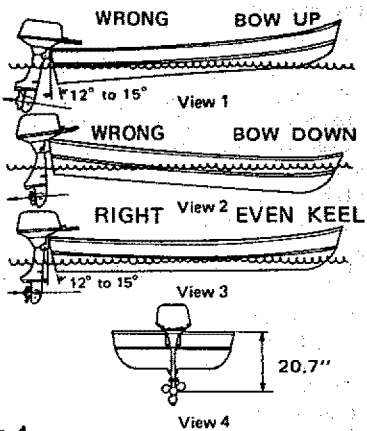


Figure 4

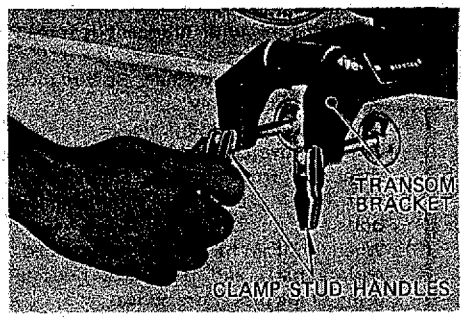


Figure 5

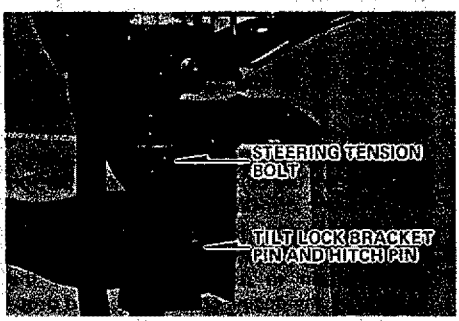


Figure 6

7. STEERING ADJUSTMENT

Tighten steering tension bolt using a spanner for desired steering effort.(See Figure 6).

CAUTION

There is a possibility of losing bolt if backed out too far.

OPERATION

8. 2-CYCLE ENGINE FUEL MIXTURE

Use a good grade of regular gasoline. (See mixing table below.)

CAUTION

Always use BIA certified TC-W oil in the 50:1 ratio. Failure to do so may result in excessive spark plug fouling, piston scoring, or bearing failure. Do not under any circumstances, use multigrade, such as 10W-30, or other automobile oils.
If BIA certified oil is not available, use an SAE 30 or 40 2-cycle or outboard oil.
We reserve the right to refuse warranty on parts which are damaged when using improper fuels or lubricants.

WARNING

Gasoline is highly flammable. Always mix in well ventilated area. Do not fill tank with motor running, nor near any flame or while smoking. Be sure vent screws and filler caps on tanks are finger tightened when transporting gasoline in the trunk of your automobile to prevent explosion.

FUEL MIXING TABLE 50:1 MIXTURE

U.S. Measure		
Regular Gasoline	Amount of oil to be added	
In Gallons	In Pints	In Oz
1	0.16	2.6
3	0.48	7.7
5	0.80	12.8
6	0.96	15.4

Metric Measure	
Regular Gasoline	Amount of oil to be added
In Liters	In Liters
1	0.02
5	0.10
10	0.20
20	0.40

9. STARTING PROCEDURE (See Fig. 7 & 7A)

a. Open air vent screw located on fuel filler cap by turning counterclockwise.
b. Open fuel shut-off valve.
c. Open throttle grip to half throttle.
d. Move choke lever to "On" position.

WARNING

When starting outboard, the boat will move with a sudden burst of speed. Make sure you are well seated so as not to lose your balance with a fast start.

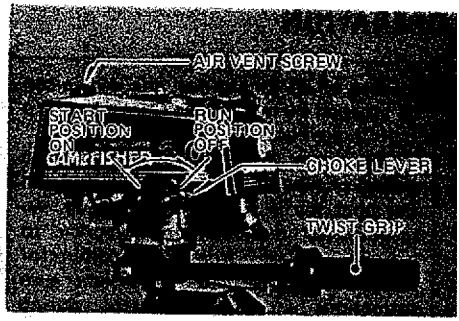


Figure 7

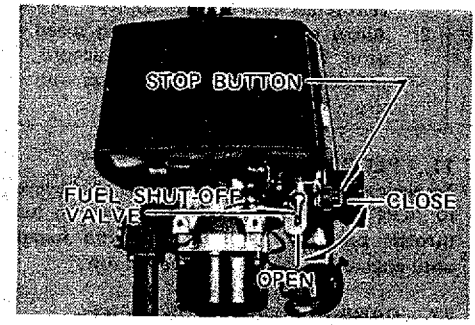


Figure 7A

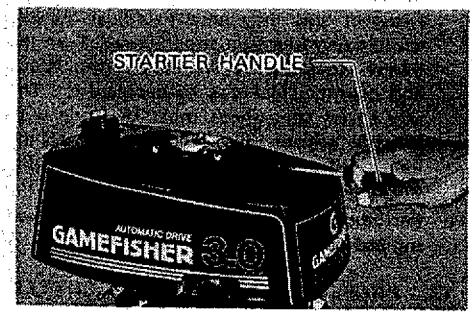


Figure 8

e. Pull starter handle slowly until you feel starter engage. Then pull with rapid motion and allow the starter cord to retract slowly. (See Figure 8).
f. After engine has started, gradually move choke lever to "Off" position while warming up the engine.
g. Let engine idle for approximately 3 minutes before moving throttle grip to "Fast" position.

10. STOPPING PROCEDURE

To stop engine, move throttle grip to "Slow" position and press stop button.(See Figure 7A)

OPERATION

WARNING

In case of an Emergency, the engine can be stopped by moving the Choke Lever to Full Choke Position.

If the motor will not be operated for a period of time, if it is to be removed from the boat, or if it is to be tilted up, we recommend the following practice to prevent spillage from the carburetor throat and bowl and to prevent gum formations in the carburetor during storage:

1. Close fuel shut-off valve and air vent screw at fuel filler cap.
2. Allow motor to run at idling speed until it stops of its own accord, indicating the carburetor has run dry.

11. FLOODING

To clear engine of excess fuel, move choke lever to "Off" position and throttle grip to half throttle position. Pull recoil starter handle until engine starts and continues to run.

12. CARBURETOR ADJUSTMENTS

a. Your motor has a idle adjusting screw and the idle speed has been preset at the factory. However, you may need to adjust the idle speed using Idle Adjusting Screw. Turn the Screw clockwise to increase motor speed and counter clockwise to decrease it. The idle speed adjustment must be done with throttle grip at full closed position and the idle speed should be as low as possible while the engine runs steady. (See Figure 9)

b. Periodically check filter for dirt by unscrewing Sediment Bowl. (See Figure 12)

13. PROPELLER SHEAR PIN & COTTER PIN HOLDER

a. The Shear Pin is used for the purpose of protecting the Drive Train and Gears. The Shear Pin will not prevent the propeller from becoming damaged when striking an under water object. When shear pin is broken, the engine will continue to run, however, the propeller will not be rotating.

CAUTION

Stop engine immediately after shearing pin to avoid possible damage to the engine.

b. To replace shear pin, shut off motor, remove cotter pin with pliers and slip off propeller. (See Figures 10 & 11).

c. Replace with new shear pin located in shear pin and cotter pin holder. (See Figure 12).

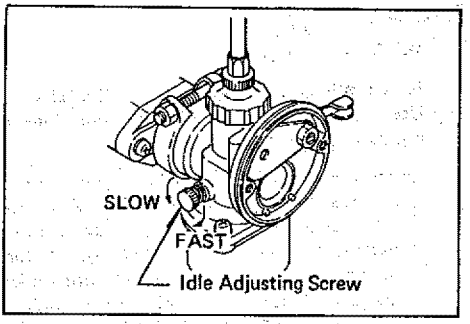


Figure 9

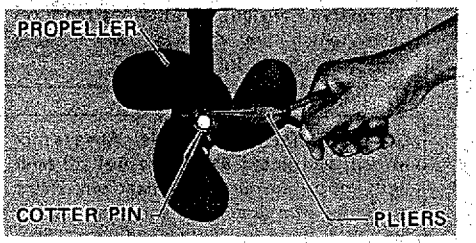


Figure 10

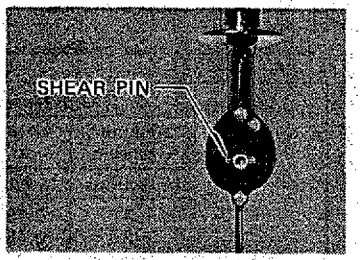


Figure 11

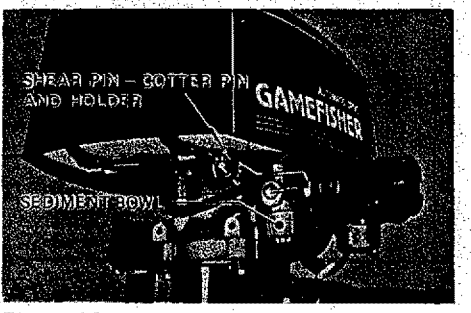


Figure 12

OPERATION

14. FLYWHEEL MAGNETO IGNITION SYSTEM WITH TRANSISTERIZED ELECTRONIC IGNITOR

a. The magneto ignition system consists of the following component parts: Flywheel, Transisterized Electronic Ignitor and Ignition Coil.

b. Inspect the following if engine fails or is hard to start:
   (1) Spark plug as often as necessary. Be sure spark plug gap setting is .025" (0.6mm).
   (2) Gasoline fuel supply and fuel shut-off valve should be open.
   (3) Carburetor being starved of fuel.

c. The correct spark plug for this motor is NGK BMR-6A or Campion RCJ-8.

d. To test ignition system, remove spark plug and place against bare spot on metal part of motor away from cylinder spark plug hole and then pull starter cord several times. If a spark bridges the plug gap, the magneto is in good operating condition. The high tension lead wire must be connected to the plug for this check. If there is no spark, have the ignition checked at your Sears Service Center.

15. REMOVING MOTOR FROM BOAT

a. Always tilt motor by lifting on rear of shroud. DO NOT PUSH DOWN ON THE STEERING HANDLE. When removing the motor from the boat, raise the outboard in upward direction until the propeller clears the transom. Hold the motor upright long enough to allow all water to drain from the exhaust pipe. When you find it difficult to hold the motor upright, tighten the Center Bolt increasingly for desired effort. (See Figure 13).

WARNING

Although the engine is air cooled, it is possible to burn your hands on the engine block and upper portion of the column. Do not touch.

b. It may be necessary to rotate the motor to one side before tilting the motor on the transom to remove leg from the water when installed on boats with thick transoms.

c. Always carry outboard with the engine above the lower unit to prevent moisture from entering the engine through the exhaust ports.

d. Steering handle serves as carrying handle as shown in Figure 14.

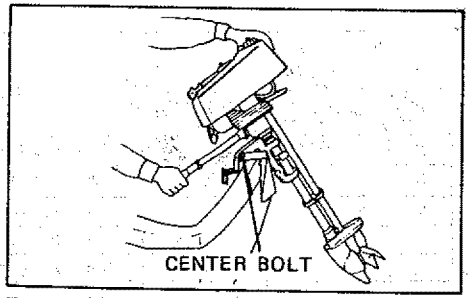


Figure 13

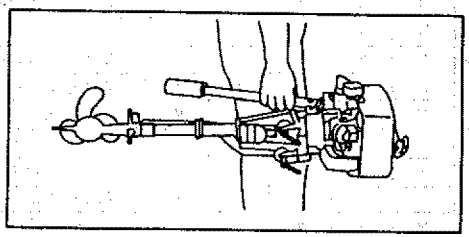


Figure 14

WARNING

If the motor will not be operated for a period of time, if it is to be removed from the boat, or if it is to be tilted up, we recommend the following practice to prevent spillage from the carburetor throat and bowl and to prevent gum formations in the carburetor during storage:

1. Close fuel shut-off valve and air vent screw at fuel filler cap.
2. Allow motor to run at idling speed until it stops of its own accord, indicating the carburetor has run dry.

16. SALT WATER OPERATION

To materially increase the life of all exposed parts and decorative finishes, follow the steps indicated below.

a. Always tilt your motor out of the water when not in use.

b. Never leave the lower unit in salt water overnight.

c. Wipe exterior completely with fresh water cloth and then apply light coating of oil.

d. Lubricate propeller shaft occasionally with a waterproof type of lubricant (Lithium Grease), thus enabling the propeller to be removed easily.

e. It is good practice when operating in salt water to inspect your motor daily and to apply a light coating of grease to any part or area that shows evidence of corrosion or rust.

f. Always remove motor from boat vertically, allowing water to drain from column before tilting the motor.

TROUBLE SHOOTING CHECK LIST

Engine Does Not Start	Starts But Does Not Run	Engine Misses	Does Not Idle	Does Not Develop Full Power	*Take your outboard motor into any one of over 2000 Sears Service Units.
X	X				Fuel Tank Empty
X	X				Fuel Shut-Off Valve Closed
X	X		X	X	Fuel Line Kinked or Pinched
	X		X	X	Fuel Filter Dirty or Clogged
X	X		X	X	Vent Screw on Fuel Tank Filter Cap Closed
X	X		X	X	Carburetor Passages Clogged or Dirty *
X	X	X	X	X	Incorrect Fuel-Oil Mixture
X	X	X	X	X	Carburetor Out of Adjustment
X	X				Engine Flooded
X	X	X	X	X	Wrong Type Spark Plug
X	X	X	X	X	Defective or Fouled Spark Plug
X		X			Defective Magneto *
X					Spark Does Not Jump Spark Plug Gap *
				X	Engine Out of Time *
X	X	X	X		Transisterized Electronic Ignitor out of order *
X	X	X	X	X	Weak Ignition Coil *
X		X			Spark Plug Lead Wire Not Secured
X		X			Frayed or Cracked Lead Wire Insulation *
X		X			Disconnected, Grounded or Loose Wiring in Electrical System *
				X	Propeller Bound by Foreign Objects (Fishing Line, Weeds, Etc.)
X					High Tension Lead--Salt Water Build Up

IMPORTANT INFORMATION

MODEL NUMBER: 298.586190

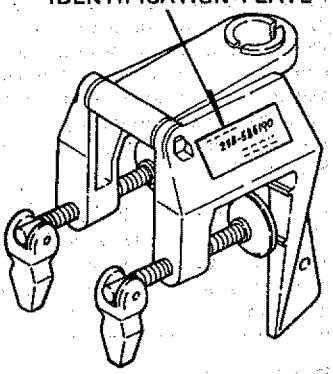
SERIAL NUMBER _____

DATE OF PURCHASE _____

INSURE YOUR ENGINE

Many insurance companies including Allstate Insurance offer protection contracts for your boat and outboard engine. Insurance covering your own equipment against damage, theft, etc., as well as liability insurance for property damage and personal injury to others is available. It would be wise to contact your insurance agent for further information about adequate protection.

IDENTIFICATION PLATE



OPERATING LOG

DATE	NO. HRS. USED	GALS. FUEL USED	DATE	NO. HRS. USED	GALS. FUEL USED

REPLACEMENT PARTS

FOR

MODEL No.298.586190

FIG. 1 ENGINE

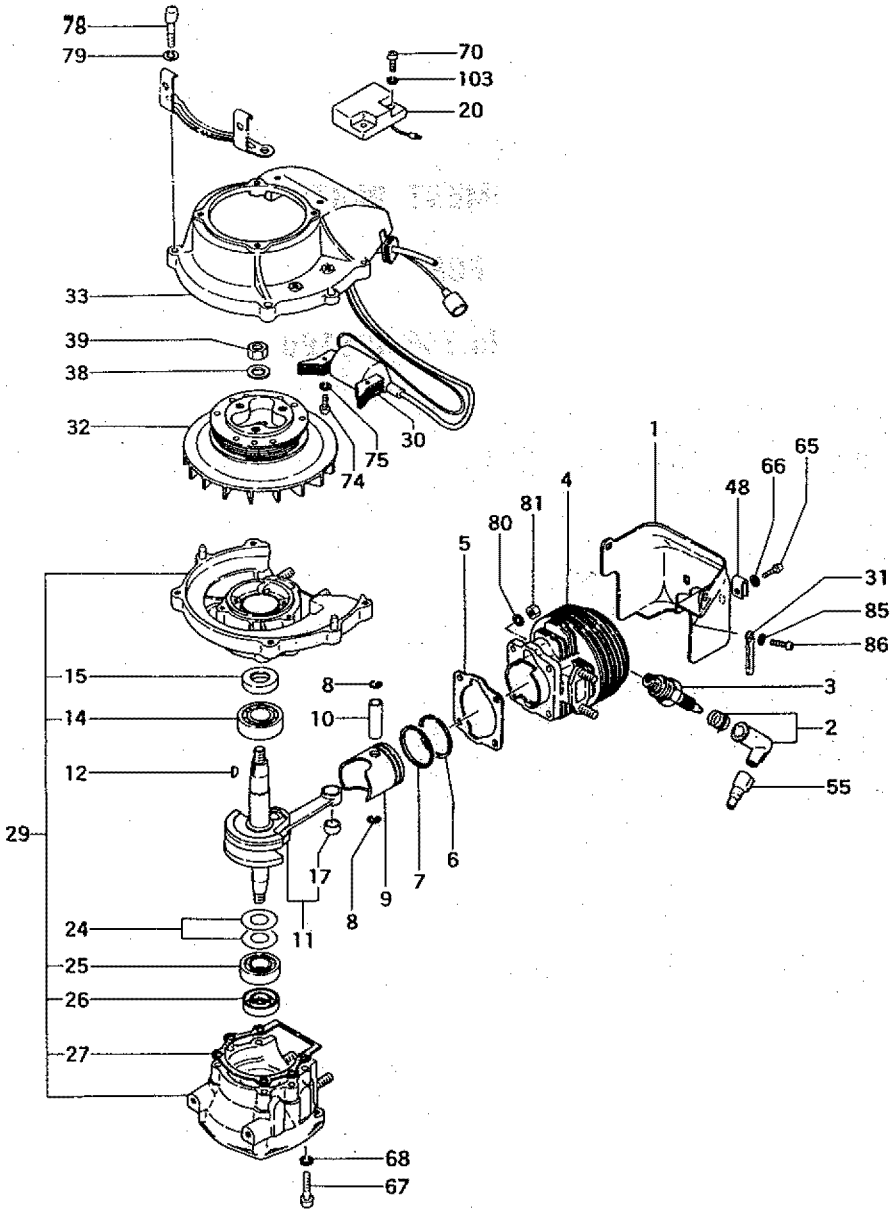

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FIG.1 ENGINE

REF.No.	P.P.No.	PARTS NAME	Q'ty
1-001	016-10201-201	CYLINDER SHROUD	1
1-002	157-04000-900	SPARK PLUG CAP ASS'Y	1
1-003	018-00548-200	SPARK PLUG BHR6A	1
1-004	002-10200-802	CYLINDER COMP.	1
1-005	017-10200-202	CYLINDER GASKET	1
1-006	040-10100-200	PISTON RING	1
1-007	041-10100-201	PISTON RING	1
1-008	039-02000-201	PISTON PIN CIRCLIP	2
1-009	031-10100-210	PISTON	1
1-010	037-10100-200	PISTON PIN 10X35	1
1-011	046-10242-800	CRANK SHAFT COMP.	1
1-012	068-02000-200	WOOD-RUFF KEY 3X13X5	1
1-014	999-61620-300	BALL BEARING #6203	1
1-015	999-66173-000	OIL SEAL 17307	1
1-017	999-62101-004	NEEDLE BEARING F1010B	1
1-020	159-21401-871	IGNITOR TTI-1E	1
1-024	071-02007-210	CRANK SHAFT SHIM 0.10	V
1-024	071-02007-220	CRANK SHAFT SHIM 0.15	V
1-024	071-02007-230	CRANK SHAFT SHIM 0.20	V
1-024	071-02007-240	CRANK SHAFT SHIM 0.30	V
1-025	999-61620-200	BALL BEARING #6202	1
1-026	999-66153-000	OIL SEAL 15307	1
1-027	090-10200-202	CRANK CASE GASKET	1
1-029	072-10242-900	CRANK CASE ASS'Y	1
1-030	167-20751-801	IGNITION COIL COMP.	1
1-031	198-01046-900	CORD CLAMP ASS'Y	1
1-032	155-21717-801	MAGNETO ROTOR COMP.	1
1-033	112-10242-200	FAN CASE	1
1-038	065-02501-200	FLYWHEEL WASHER	1
1-039	991-09100-001	FLYWHEEL NUT 10	1
1-048	198-11109-200	CORD CLAMP L	1
1-055	256-01046-200	SPARK PLUG RUBBER COVER B	1
1-065	990-11050-102	SCREW 5X10	2
1-066	992-01050-041	WASHER 5	2
1-067	990-11060-302	SCREW 6X30	4
1-068	992-10060-042	S.WASHER 6	4
1-070	990-11040-162	SCREW 4X16	2
1-074	990-11040-182	SCREW 4X18	2
1-075	992-10040-042	S.WASHER 4	2
1-078	990-11060-252	SCREW 6X25	4
1-079	992-10060-042	S.WASHER 6	4
1-080	992-10060-042	S.WASHER 6	4
1-081	991-01060-021	NUT 6	4
1-085	992-01050-041	WASHER 5	2
1-086	990-11050-102	SCREW 5X10	2
1-103	992-10040-042	S.WASHER 4	2

FIG.2 TANK, CLUTCH & MUFFLER

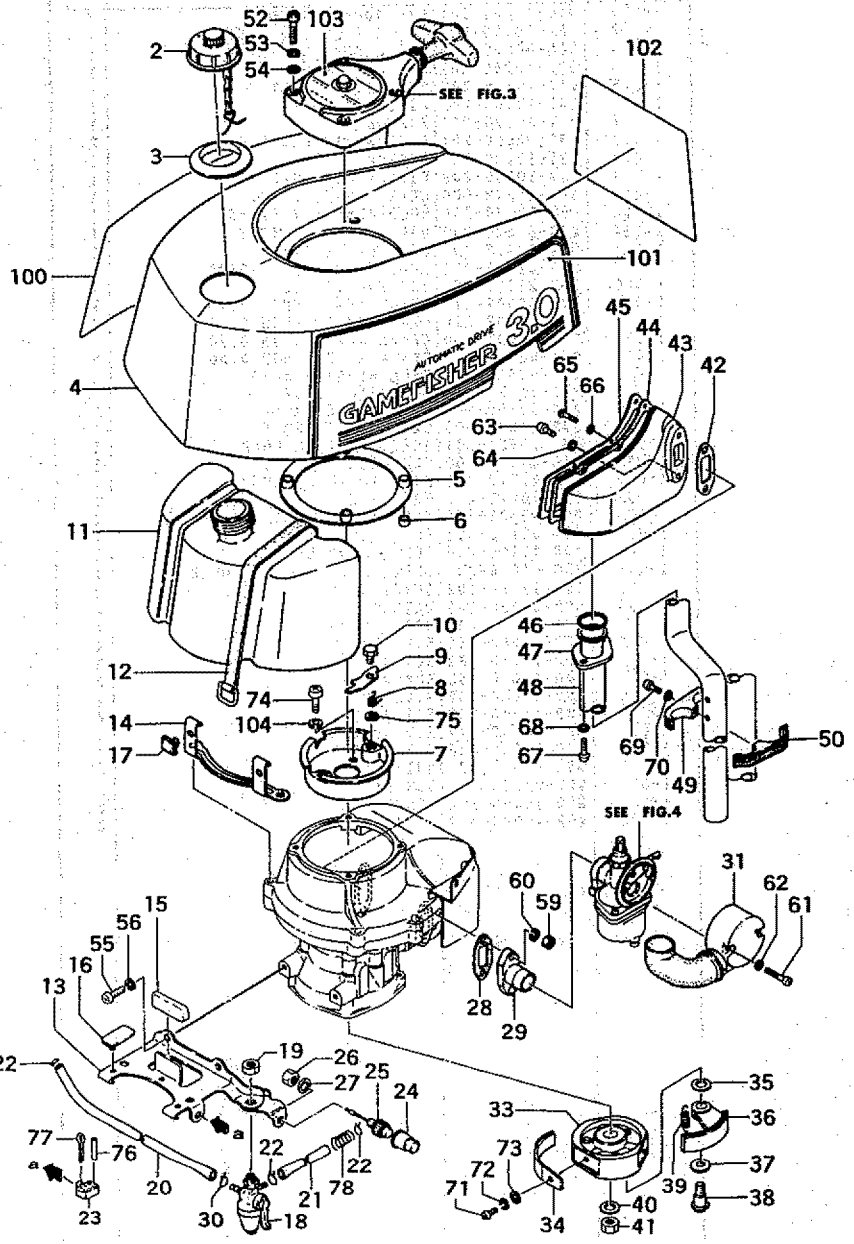
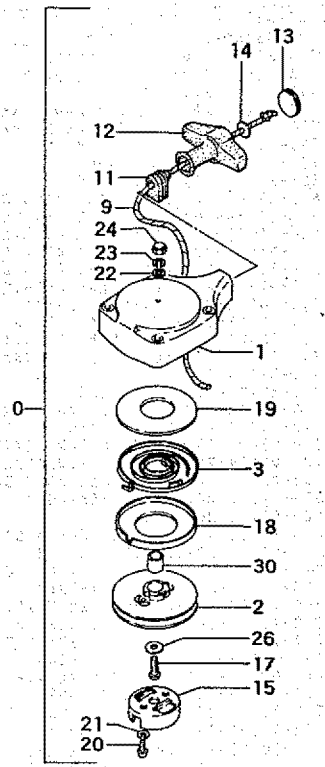


FIG.2 TANK, CLUTCH & MUFFLER

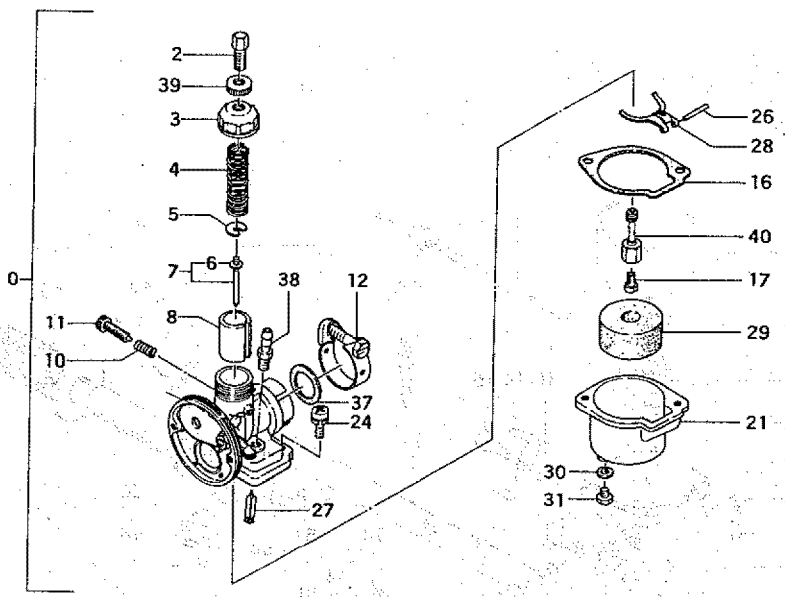
REF.No.	P.P.No.	PARTS NAME	Q'ty
2-002	595-35100-902	TANK CAP ASS'Y	1
2-003	630-35500-200	TANK CAP GASKET	1
2-004	300-35505-200	ENGINE COVER	1
2-005	305-35500-200	CUSHION RUBBER	1
2-006	659-00801-200	COLLAR	4
2-007	829-10201-201	STARTER PAWL BASE	1
2-008	790-10201-210	STARTER PAWL SPRING	2
2-009	788-10200-202	STARTER PAWL	2
2-010	793-10200-201	STEP BOLT	2
2-011	401-35500-200	FUEL TANK	1
2-012	603-02101-803	FUEL TANK BAND COMP.	2
2-013	653-10218-800	FUEL TANK BRACKET COMP.	1
2-014	654-10201-201	FUEL TANK BRACKET B	1
2-015	965-34501-200	TANK SUPPORT RUBBER	1
2-016	655-10201-200	FUEL TANK CUSHION RUBBER	2
2-017	655-0141A-200	FUEL TANK CUSHION RUBBER	2
2-018	592-10201-900	PET-COCK ASS'Y	1
2-019	594-00517-200	PET-COCK FIXING NUT	1
2-020	700-15008-116	FUEL PIPE 5X8X116	1
2-021	700-14508-140	FUEL PIPE 4.5X8X140	1
2-022	680-01004-200	CLIP 8	3
2-023	021-35100-201	PIN HOLDER	1
2-024	266-00503-203	STOP BUTTON COVER	1
2-025	170-10218-800	STOP BUTTON COMP.	1
2-026	180-01004-200	STOP BUTTON FIXING NUT	1
2-027	181-01004-200	SPECIAL S.WASHER	1
2-028	403-02000-201	INLET MANIFOLD GASKET	1
2-029	393-02500-201	INLET MANIFOLD	1
2-030	680-03113-200	CLIP 7.5	1
2-031	410-10201-900	AIR CLEANER ASS'Y	1
2-033	347-01048-201	CLUTCH FLANGE	1
2-034	210-35300-800	CLUTCH SPRING COMP.	3
2-035	358-10112-200	CLUTCH WASHER A	3
2-036	290-10112-802	CLUTCH ARM COMP.	3
2-037	359-10112-203	CLUTCH WASHER B	3
2-038	357-10112-204	CLUTCH STEP BOLT	3
2-039	342-10205-220	CLUTCH SPRING	3
2-040	065-02501-200	FLYWHEEL WASHER	1
2-041	991-09100-001	FLYWHEEL NUT 10	1
2-042	737-10100-200	MUFFLER GASKET	1
2-043	716-10201-200	MUFFLER BODY A	1
2-044	737-10201-200	MUFFLER GASKET	1
2-045	717-10201-200	MUFFLER BODY B	1
2-046	221-35500-200	MUFFLER PIPE GASKET	1
2-047	226-35500-200	MUFFLER PIPE STAY A	1
2-048	220-35300-200	MUFFLER PIPE	1
2-049	225-35500-200	MUFFLER PIPE BRACKET A	1
2-050	227-35500-200	MUFFLER PIPE BRACKET B	1
2-052	990-11050-452	SCREW 5X45	4
2-053	992-10050-042	S.WASHER 5	4
2-054	992-00050-041	WASHER 5	4
2-055	990-11060-122	SCREW 6X12	2
2-056	992-10060-042	S.WASHER 6	2
2-059	991-01060-021	NUT 6	2
2-060	992-10060-012	S.WASHER 6	2
2-061	990-11040-302	SCREW 4X30	2
2-062	992-10040-042	S.WASHER 4	2
2-063	990-11060-202	SCREW 6X20	2
2-064	992-10060-042	S.WASHER 6	2
2-065	990-11040-122	SCREW 4X12	7
2-066	992-10040-042	S.WASHER 4	7
2-067	990-11050-122	SCREW 5X12	2
2-068	992-10050-042	S.WASHER 5	2
2-069	990-11060-252	SCREW 6X25	1
2-070	992-10060-042	S.WASHER 6	1
2-071	990-11050-122	SCREW 5X12	3
2-072	992-10050-042	S.WASHER 5	3
2-073	992-01050-041	WASHER 5	3
2-074	990-11060-121	SCREW 6X12	3
2-075	992-00050-011	SMALL WASHER 5	2
2-076	012-35500-200	SHEAR PIN	2
2-077	011-35100-200	COTTER PIN	2
2-078	702-30200-200	FUEL PIPE COIL	1
2-100	330-35555-200	RIGHT SIDE MARK	1
2-101	331-35555-200	LEFT SIDE MARK	1
2-102	906-35555-200	NAME PLATE	1
2-103	338-35118-200	STARTER MARK	1
2-104	992-10060-012	S.WASHER 6	3

FIG.3 RECOIL STARTER



REF.No.	P.P.No.	PARTS NAME	Q'ty
3-000	758-10207-900	RECOIL STARTER ASS'Y	1
3-001	772-10207-200	RECOIL STARTER BODY	1
3-002	774-10200-200	STARTER ROPE REEL	1
3-003	779-10200-203	RECOIL SPRING	1
3-009	783-01006-201	STARTER ROPE	1
3-011	780-10201-200	ROPE GUIDE	1
3-012	785-10207-201	STARTER HANDLE	1
3-013	833-10207-200	STARTER HANDLE CAP	1
3-014	992-01040-011	WASHER 4	1
3-015	773-10200-200	PULLEY SHAFT/OUTER	1
3-017	990-11050-251	SCREW 5X25	1
3-018	778-10200-200	RECOIL SPRING CASE	1
3-019	827-10200-201	RECOIL SPRING HOLDER	1
3-020	990-11050-122	SCREW 5X12	2
3-021	992-10050-042	S.WASHER 5	2
3-022	992-01050-041	WASHER 5	1
3-023	992-10050-042	S.WASHER 5	1
3-024	991-41050-022	CAP NUT 5	1
3-026	786-10200-200	STARTER WASHER	1
3-030	791-10200-200	STARTER BUSHING	1

IG.4 CARBURETOR



REF.No.	P.P.No.	PARTS NAME	Q'ty
4-000	455-20217-900	CARBURETOR ASS'Y	1
4-002	597-20110-200	CABLE ADJUSTER	1
4-003	595-20200-200	BODY CAP	1
4-004	594-20202-200	THROTTLE VALVE SPRING	1
4-005	619-20202-200	THROTTLE SPRING SEAT	1
4-006	593-20202-200	JET NEEDLE CLIP	1
4-007	592-2002T-920	JET NEEDLE ASS'Y 004	1
4-008	591-2005T-200	THROTTLE VALVE 0.5X1.5	1
4-010	623-21700-200	ADJUST SPRING	1
4-011	622-20217-200	ADJUST SCREW	1
4-012	561-20202-900	OUTLET CLIP ASS'Y	1
4-016	607-20110-200	FLOAT CHAMBER GASKET	1
4-017	599-2001T-740	MAIN JET #74	1
4-021	606-20202-200	FLOAT CHAMBER W/THREAD	1
4-024	994-34040-100	SCREW 4X10/S	2
4-026	605-20202-200	CHOKE PIN	1
4-027	603-20400-200	NEEDLE VALVE	1
4-028	628-20202-200	FLOAT ARM	1
4-029	604-20110-200	FLOAT	1
4-030	629-20202-200	DRAIN SCREW GASKET	1
4-031	627-20400-200	DRAIN PLUG	1
4-037	571-20200-200	MANIFOLD SEAL	1
4-038	602-20420-200	NEEDLE SEAT	1
4-039	598-20202-200	CABLE ADJUSTER LOCK NUT	1
4-040	598-2005T-950	NEEDLE JET .2095	1

FIG.5 HANDLE & BRACKET

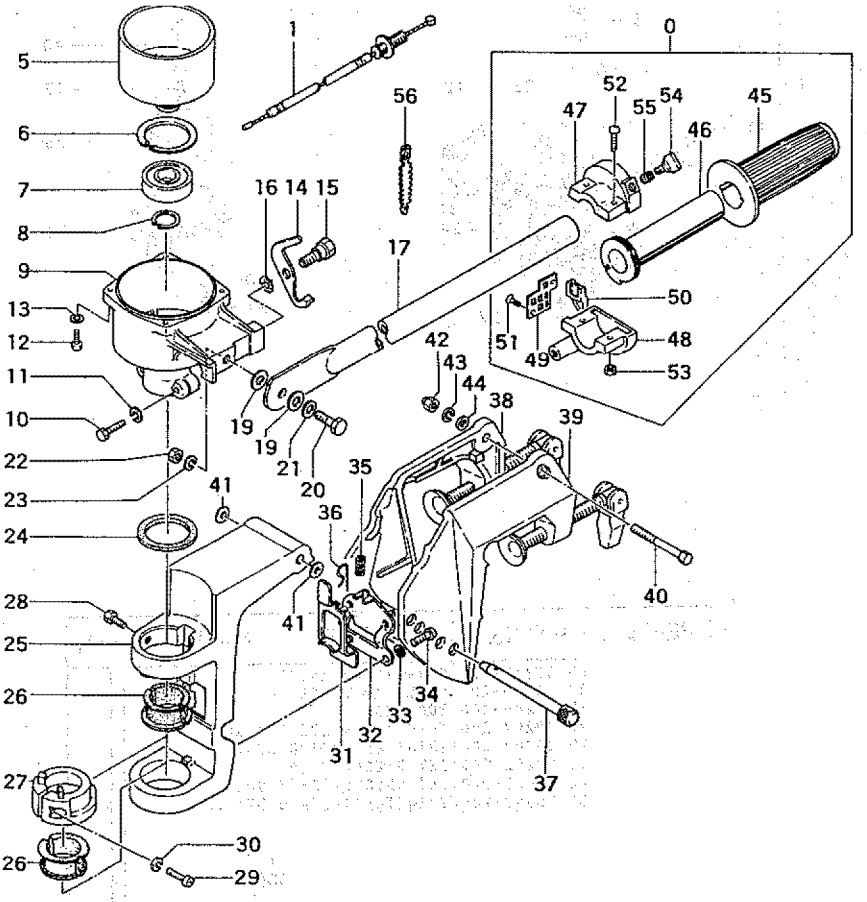


FIG.5 HANDLE & BRACKET

REF.No.	P.P.No.	PARTS NAME	Q'ty
5-000	870-35552-800	TWIST GRIP ASS'Y	1
5-001	885-01058-800	THROTTLE WIRE COMP.	1
5-005	200-35300-800	CLUTCH DRUM COMP.	1
5-006	993-51042-002	STOP RING C42	1
5-007	999-61600-404	BALL BEARING #6004DD.	1
5-008	993-50020-002	STOP RING C20	1
5-009	185-35300-203	CLUTCH CASE	1
5-010	990-21060-252	HEX. BOLT 6X25	2
5-011	992-10060-042	S.WASHER 6	2
5-012	990-11050-202	SCREW 5X20	4
5-013	992-10050-042	S.WASHER 5	4
5-014	161-35500-202	HANDLE STOPPER	1
5-015	793-10200-201	STEP BOLT	1
5-016	992-04080-031	WAVE WASHER 8	1
5-017	160-35552-800	STEERING HANDLE COMP.	1
5-019	162-35500-200	HANDLE WASHER	2
5-020	990-21080-302	BOLT 8X30	1
5-021	992-01080-041	WASHER 8	1
5-022	991-01080-021	NUT 8	1
5-023	992-10080-042	S.WASHER 8	1
5-024	134-35500-201	THRUST WASHER	1
5-025	115-35300-210	BRACKET	1
5-026	131-35306-200	THRUST BRACKET	4
5-027	136-35500-201	RETURN CAM	1
5-028	990-21060-102	BOLT 6X10	1
5-029	990-11050-162	SCREW 5X16	1
5-030	992-10050-042	S.WASHER 5	1
5-031	137-35500-201	RETURN CAM GUIDE	1
5-032	138-35500-201	RETURN GUIDE PLATE	1
5-033	992-10050-042	S.WASHER 5	4
5-034	990-11050-122	SCREW 5X12	4
5-035	139-35500-200	RETURN SPRING	1
5-036	120-35100-200	BRACKET PIN STOPPER A	1
5-037	123-35500-201	BRACKET PIN S	1
5-038	107-35118-801	CLAMP BRACKET B COMP.	1
5-039	106-35119-801	CLAMP BRACKET A COMP.	1
5-040	990-21060-752	BOLT 6X75	1
5-041	108-35501-200	CLAMP BRACKET BUSHING	2
5-042	991-41060-022	CAP NUT 6	1
5-043	992-10060-042	S.WASHER 6	1
5-044	992-01060-041	WASHER 6	1
5-045	871-35552-200	THROTTLE GRIP	1
5-046	872-35552-200	THROTTLE INNER PIPE	1
5-047	873-35552-200	THROTTLE HOLDER A	1
5-048	874-35552-200	THROTTLE HOLDER B	1
5-049	875-35552-200	THROTTLE HOLDER COVER	1
5-050	876-35552-200	WIRE GUIDE	1
5-051	879-35552-200	TAPPING SCREW	2
5-052	990-11050-202	SCREW 5X20	2
5-053	991-01050-021	NUT 5	2
5-054	877-35552-200	THROTTLE STOPPER	1
5-055	878-35552-200	THROTTLE STOPPER SPRING	1
5-056	903-32201-200	WIRE CLAMP BAND	1

FIG.6 DRIVE SHAFT PIPE & GEAR CASE

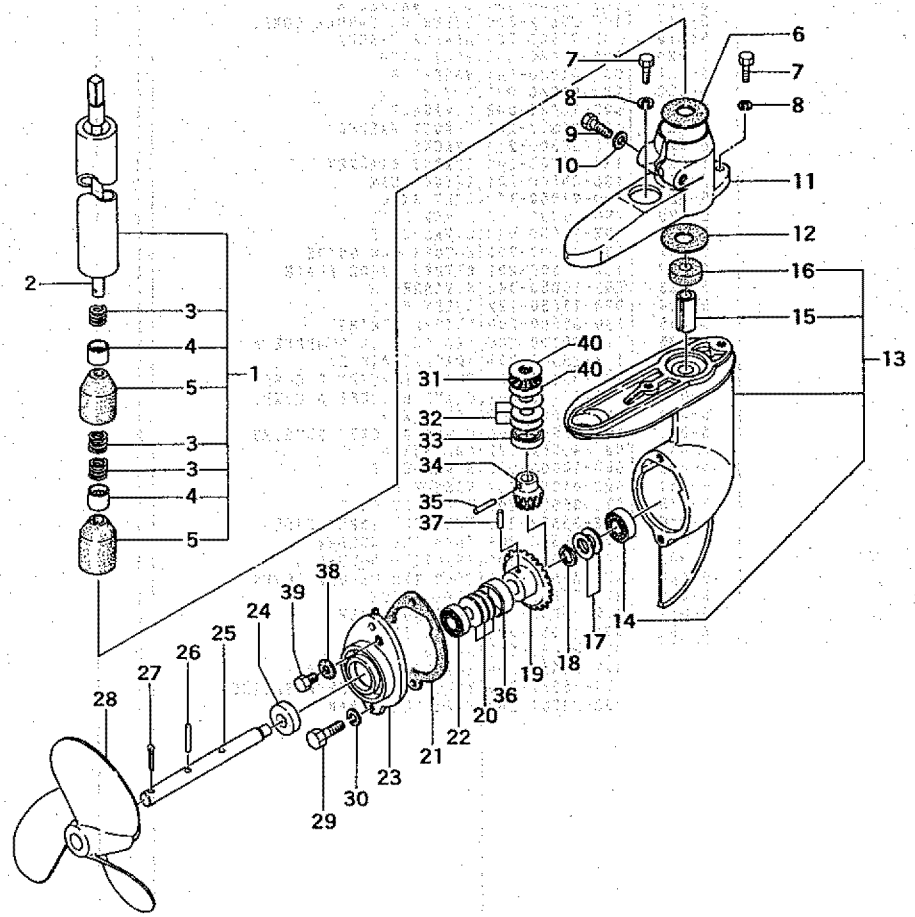
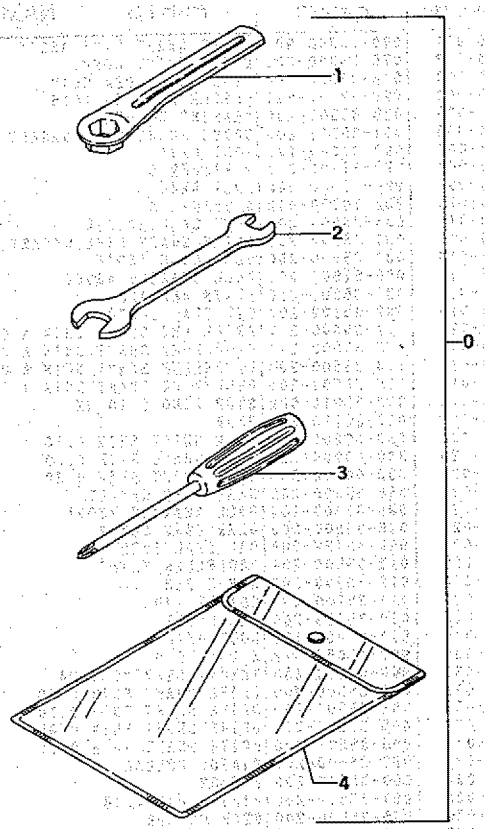


FIG.6 DRIVE SHAFT PIPE & GEAR CASE

REF.No.	P.P.No.	PARTS NAME	Q'ty
6-001	090-35306-900	DRIVE SHAFT PIPE ASS'Y	1
6-002	075-35300-800	DRIVE SHAFT COMP.	1
6-003	086-35500-200	BEARING HOLDER CLIP	3
6-004	999-62101-521	NEEDLE BEARING 1015	2
6-005	039-35500-200	BEARING HOLDER	2
6-006	091-35500-200	DRIVE SHAFT PIPE GASKET	1
6-007	990-21060-182	BOLT 6X18	2
6-008	992-11060-042	S.WASHER 6	2
6-009	990-21080-402	BOLT 8X40	1
6-010	992-10080-042	S.WASHER 8	1
6-011	034-35500-201	GEAR CASE HOLDER	1
6-012	091-35500-200	DRIVE SHAFT PIPE GASKET	1
6-013	031-35500-900	GEAR CASE ASS'Y	1
6-014	999-61600-000	BALL BEARING #6000	1
6-015	032-35500-210	PLAIN BEARING	1
6-016	999-68102-209	OIL SEAL 10228	1
6-017	171-35500-201	PROPELLER SHAFT SHIM A 0.10	V
6-017	173-35500-200	PROPELLER SHAFT SHIM A 0.20	V
6-017	174-35500-200	PROPELLER SHAFT SHIM A 0.30	V
6-017	175-35500-200	PROPELLER SHAFT SHIM A 1.0	V
6-018	993-50010-002	STOP RING C-10 EX	1
6-019	017-36120-201	GEAR	1
6-020	330-00200-210	GEAR SHAFT SHIM 0.10	V
6-020	330-00200-230	GEAR SHAFT SHIM 0.20	V
6-020	330-00200-240	GEAR SHAFT SHIM 0.30	V
6-021	048-35500-202	GEAR CASE GASKET	1
6-022	999-61600-100	BALL BEARING #6001	1
6-023	046-35500-200	GEAR CASE COVER	1
6-024	999-68122-266	OIL SEAL 12227	1
6-025	019-35500-201	PROPELLER SHAFT	1
6-026	012-35500-200	SHEAR PIN	1
6-027	011-35100-200	COTTER PIN	1
6-028	010-35555-200	PROPELLER	1
6-029	990-21060-182	BOLT 6X18	2
6-030	992-11060-042	S.WASHER 6	2
6-031	999-62102-463	THRUST BEARING 1024	1
6-032	063-35500-200	DRIVE SHAFT SHIM 0.50	V
6-032	064-35500-200	DRIVE SHAFT SHIM 0.10	V
6-032	065-35500-200	DRIVE SHAFT SHIM 0.05	V
6-032	066-35500-200	DRIVE SHAFT SHIM 0.20	V
6-033	062-35500-200	PINION COLLAR	1
6-034	060-35300-200	PINION	1
6-035	061-35500-200	PINION PIN 4X16	1
6-036	026-35500-200	GEAR COLLAR	1
6-037	025-35500-200	GEAR PIN	1
6-038	317-02000-200	DRAIN GASKET 6	1
6-039	990-21060-082	BOLT 6X8	1
6-040	999-62102-464	THRUST WASHER 1024	2

FIG.7 TOOLS



REF.No.	P.P.No.	PARTS NAME	Q'ty
7-000	985-35304-000	TOOL KIT	1
7-001	851-20000-201	SPARK PLUG BOX SPANNER	1
7-002	808-20000-200	SPANNER 10X13	1
7-003	862-20000-200	PLUS DRIVER 4	1
7-004	948-32352-200	TOOL BAG	1

MODEL NO.
298.586190

- owner's responsibility
- maintenance
- operation
- trouble shooting
- replacement parts

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